

COUNTRY Germany (Soviet Zone) REPORT NO. 25X1
 TOPIC Brand Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED 25X1 DATE PREPARED 25 June 1952

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REMARKS 25X1

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1. On 17 and 18 May 1952, there was no flying at Brand airfield although the weather was favorable. Throughout the day on 19 May, the sky was almost overcast, the cloud base being at an altitude of about 300 meters. There was no flying. In the morning, 17 type-27 and 1 type-30 jet bombers were counted. The aircraft were parked in groups of 6 type-27s, 1 type-30, 5 type-27s and 6 type-27s from west to east. Between 9 p.m. and 3 a.m., there was night flying. About every 15 minutes, a plane landed from east to west. The flights were made under the clouds in the vicinity of the field. Contrary to previous routine, the aircraft searchlight was not switched on while landing, but two searchlights, which were located near the west end of the runway and beamed their light vertically upward, were in operation shortly before the landing. Throughout the day on 20 May, no flying was observed. The sky was not completely overcast, the cloud base being at an altitude of 500 meters. At 8:15 a.m., the aircraft were parked in the same arrangement as on the preceding day.

All the planes were covered with tarpaulins. Soldiers wearing black coveralls worked on some planes. Between 9 p.m. and 5:30 a.m. on 22 May, there was night flying. A jet bomber landed about every 15 minutes from east to west.

At 8:55 p.m. on 22 May, night flying started. At first, a plane took off and landed every 10 minutes. Later, the planes departed from the field after the take-off and, about 20 minutes later, crossed the runway from east to west. They landed 20 minutes later. Throughout the day on 23 May, no air activity was observed at the field. There was night flying after 9 p.m. On 24 and 25 May, there was no flying although the weather was favorable. On 26 May, the aircraft were parked in the same arrangement as on 19 May. Flying was again observed at night. On 29 and 30 May, night flying was practiced after 9 p.m. Between 6 a.m. and 4 p.m. on 3 June, there was flying by jet bombers.

type-27 jet bombers took off in elements of two and practiced formation flying, the second plane flying to the left rear.

At 7 a.m. on 3 June, 1 type-30 and a row of 17 type-27s were parked in the northern section of the landing

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field in line with the flight control building. The planes which pointed to the south were arranged in the following groups from west to east: 6 type-27s, 1 type-30, 5 type-27s and 6 type-27s. There were definitely no other jet bombers at the field.

2. A mast about 3 meters high was being erected just east of Krausnick radio installation. On top of the mast, there was a crossbeam which was about 1.5 meter long and pointed in a north-south direction. A red lamp was fitted on the north end of this crossbeam, and a green lamp was fitted on its south end. These lamps were switched on during night flying.
3. The previously reported excavating work on the northern edge of the field was still in progress.
4. On 20 May, about 15 trucks and 8 AA guns of about 80-mm caliber were observed on the concrete apron at the southwestern end of the southern taxiway. The AA guns were not covered with tarpaulins. Trucks [] were observed at the field.
5. At 9 a.m. on 26 May, 17 type-27s and 1 type-30 were parked at the field. There was no flying throughout the day. Intensive night flying started in the evening. [] Between 8 a.m. and 4:30 p.m. on 27 May, individual take-offs were made by type-27 jet bombers. The sky was overcast; there was sunny and cool weather. After 10 a.m., four individual take-offs were made by type-30 jet bombers []. The windows of the front cabins were veiled with pieces of cloth. On 28 May, there was no day or night flying. Eighteen jet bombers covered with tarpaulins were parked in front of the flight control station.
6. About 10 a.m. on 29 May, four jet bombers including a type-30 [] took off individually. After each landing, the plane taxied on the runway to the take-off point. Several individual take-offs were made by a type-27 jet bomber []. At 4 p.m., a type-27 [] landed at the field. About 8 p.m., intensive night flying started. The explosion of three bombs was heard. About 10 p.m., a truck loaded with bomb crates moved from the ammunition dump to the runway. Flying still continued at midnight. Between 6 a.m. and noon on 31 May, there was no flying. At 8 a.m., the tarpaulins were removed from the fuselages of all planes. A dark tool box, 80 x 100 x 150 centimeters, stood beside each plane, and two or three men worked on each craft. []
7. On 28 May, 12 x 85-mm AA guns were located about 750 meters east of Brand. The 4 x 37-mm AA guns and the covered computers which were previously located there were no longer observed. **
8. The western half of the northern taxiway was completed by 31 May. Concreting work on the excavated eastern section was to start on 4 June. This work was scheduled to be completed by about late-June.
9. [] plans for construction work at Brand airfield. *** Construction plans for the gun adjustment pit had not yet arrived. Excavation for the approach road, which was to be 400 meters long, was completed. The plans for this road were available.

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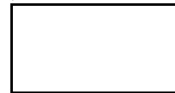
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10. All the hardstands along the southeastern section of the south taxiway were concreted. The dispersal area in front of the flight control building which was to be extended was not yet surveyed. It appeared that the unit at the field waited for the completion of the northern taxiway in order to park its aircraft there.
11. The following information was available on the second construction project:
 - a. Five low wooden billets for MI were completed. They were not yet turned over for use because of the absence of Major Mironenko (Rus).
 - b. The foundations for the low mess building were completed.
 - c. Four barracks, including three used as billets for officers and one office building, were completed except for the outer plaster work.
 - d. The foundations of an officers' building were completed. The framework was to be finished by 6 June 1952.
 - e. The foundations of the hospital were completed.
 - f. The framework of 3 MI barracks, 1 temporary mess building and 1 sick room was completed. Three buildings were part of the construction project south of the cantonment for which the contract had been placed on 17 April 1952. The buildings mentioned were urgently required for personnel who were temporarily stationed at the field. No plans were available for the garages in this construction project.
 - g. Work on the second garage in the main area was to start in the first week of June. After completion of the garage, concreting was to be done on the aprons in front of the garages.
 - h. The rear N-S connecting road was completed.

All the objects under construction will be completed with the available work force by the end of June 1952.
12. Although construction plans were available, work was not yet started on two flight control buildings and two guard houses in the area of the garages. Because of the lack of construction plans, work could not start on the instruction building, the laundry, the maintenance buildings, the oxygen station, the compressor station and the battery station.
13. No improvement work was being done on the fuel dump since tanks suitable for instalment had not yet arrived. Data on the size and type of the required tanks were not known.
14. On 31 May, the construction management ordered that the 100 bricklayers be immediately increased to 160. After a temporary stoppage in the brick supply, sufficient construction material arrived at the field. Then the labor force was engaged to capacity, building material stored at the field was sufficient for 8 to 10 days aboveground construction or for 8 days concrete road construction except for cement which was sufficient only for 4 days.

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15. During the last week of May, 209,000 eastmarks were received from Wuensdorf Kech Office and 1 million eastmarks from Soviet construction staff in Herder. After deducting these figures, there were still 1.5 to 2 million eastmarks of outstanding claims. ***

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* Comment. The information contained in paragraphs 1 through 5 partially confirms and supplements previous reports on air activity by the bomber regiment at Brand airfield. Noteworthy is the information that night flying, which started in mid-May, still continued, sometimes rather intensively, in the second half of May.

** Comment. The information on the presence of 12 x 85-mm AA guns which is reported for the first time Efforts are being made to clarify the present location of the battery of 37-mm guns.

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*** Comment. The information in paragraphs 8 to 15 gives a good picture of the status of construction work and the tentative dates of completion.

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